

RAILROAD

MAGAZINE | APRIL 50c



Rio Grande memories: one of the last steam-powered local freights on the old Alamosa branch in Colorado.

THE WRECKING BOSS'S WIFE

by LAURA E. BRUNNER

SAWMILL RAILROADING

by "FROG" SMITH

THE STORY OF 4-6-4 LOCOMOTIVES

by H. L. KELSO

RAILROAD MAGAZINE

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ILLUSTRATED FEATURES

Photos of the Month (Mostly Steam)	13
Wrecking Boss's Wife	Laura E. Brunner 18
Wheels Along the Hudson	H. L. Kelso 22
Sawmill Railroading	E. A. ("Frog") Smith 30
New Haven Electrics	Sy Reich 48

FICTION

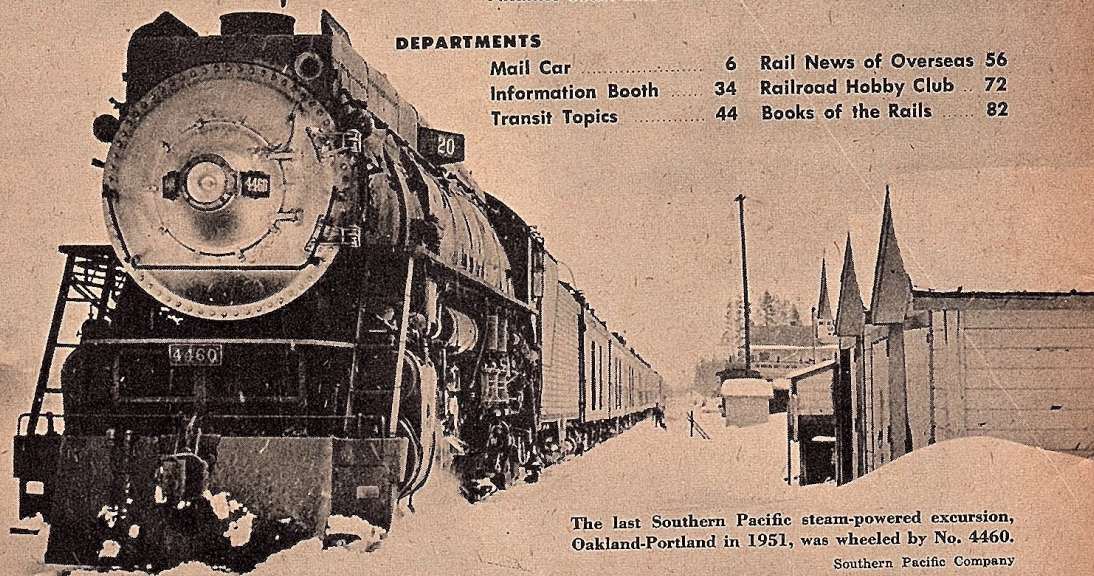
Night Trick at Armadillo	Harry Bedwell 60
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SHORT HAULS

Locomotives of the Delaware & Hudson	58
Along the Iron Pike	Joe Easley 58
National Club for Railroad Telegraphers	68
Atlantic Coast Line Locomotive Roster	70

DEPARTMENTS

Mail Car	6	Rail News of Overseas	56
Information Booth	34	Railroad Hobby Club	72
Transit Topics	44	Books of the Rails	82



The last Southern Pacific steam-powered excursion, Oakland-Portland in 1951, was wheeled by No. 4460.
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ASK BARBARA: Railroad questions are answered here every issue by our research expert—as many as space permits. Top priority is given to subjects that seem to be of wide general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.



nuity under the Railroad Retirement Act, or monthly insurance benefit (other than a wife's benefit) under the Social Security Act. The reduction would be equal to the amount of such other annuity or benefit.

5 How many Mallets did the Frisco have and what were their specifications?

They had seven—Nos. 2001-2007, all 2-8-8-2's, built by Schenectady, Oct., 1910, with these specifications:

Cylinders H.P., 24½x30 inches	
Cylinders H.P., 39 x30 inches	
Weight on lead truck	25,000 lbs.
Weight on drivers	360,000 lbs.
Weight on trailer truck	32,500 lbs.
Total weight of engine	418,000 lbs.
Tender, 8,000 gals. of water, 16 tons of coal	
Weight of tender	161,300 lbs.
Total weight of engine and tender	579,300 lbs.
Boiler pressure, 200 lbs. per sq. inch.	
Tractive effort:	
Cylinders: Simple	100,000 lbs.
Compound	83,500 lbs.

These engines were tried out on various divisions of the railroad, but wound up at Birmingham on the Dora Turn in the mining districts and were retired in 1937.

6 Will the best of Harry Bedwell's stories come out in book form?

Not that we know of. His only book, *The Boomer*, is a novel based on the Eddie Sand stories. A paperback edition, reprinted for overseas forces during World War II, had a huge sale, but is out of print and very hard to find.

7 (a) How long is the French National Railroad system? (b) How much of it is electrified? (c) How do freight hauls in France compare with those in the United States?

(a) 26,000 miles. (b) About one-

seventh. (c) Latest available figures show that railroads haul 64 percent of French ton-miles of freight, as compared with 48 percent in the U.S.A., while French motor trucks carry 25 percent of the nation's ton-miles of freight; U.S. trucks, almost 19 percent. Inland waterways: French, 11 percent. U.S., 16 percent. Pipelines: French, virtually non-existent. U.S., 17 percent.

Total ton-miles of freight hauled in France is 54.2 billion, about 4 percent of U.S. total. However, the French railroad proportion has been relatively constant during the past few years, while the proportion of freight hauled by U.S. railroads is declining.

8 Furnish details of the Tallulah Falls Railway used by Walt Disney in filming *The Great Locomotive Chase*.

Chartered in 1898 this standard-gage runs between Cornelia, Ga. and Franklin, N. C., 58 miles. In this short distance there are 44 trestles. All but one

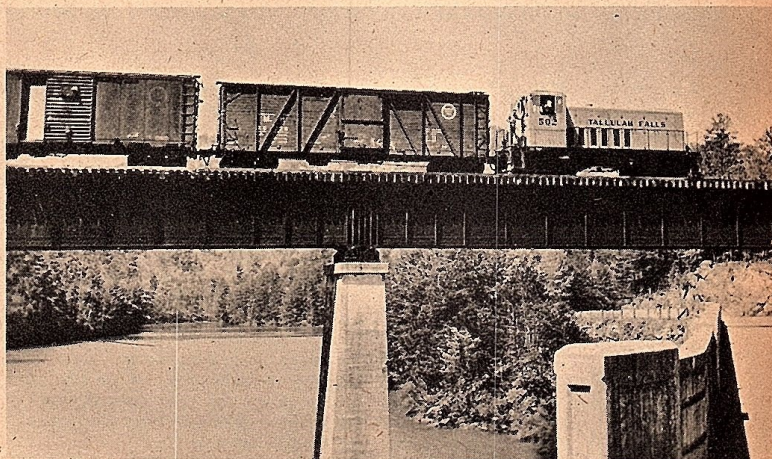
are built of wood. Rolling stock consists of two 70-ton diesel-electric road-haul locomotives and five freight cars. The TF employs 58 persons.

9 What is the cost of a railroad tie?

That depends on the kind of wood, the way it is treated (with creosote, etc.), quantity purchased and locality. Bob White, Grand Trunk Western section boss, tells us the average price of a good tie is \$7. This does not include other expenses. Section laborers get \$2 an hour. The cost of unloading and piling one carload of 400 to 550 ties amounts to \$80 in wages, with additional money for hauling them to the job on push cars and laying them in the track.

10 Are any railroads owned by the U.S. Army or Navy and operated by service personnel?

Yes, both Army and Navy roads.



Tallulah Falls train crossing one of the road's 44 trestles over the Tallulah River.

INDICATES	HIGH POLE POSITION LIGHT	HIGH POLE COLOR LIGHT	GROUND DWARF POSITION LIGHT	GROUND DWARF COLOR LIGHT
CLEAR				
STOP				

Signal indications, shown in response to requests from readers (non-railroaders).

road in Oregon and still may be running.

HURLEY WORK, 110 W. Washington St., Culver, Ind., questions our statement that America's steepest main-line grade was on Saluda Hill in North Carolina's Blue Ridge Mountains (4.7 per 100 feet). He says that one near Madison, Ind. was the world's steepest standard-gauge track, 311 feet to the mile, with a slope 7,012 feet long, on the old Indianapolis & Madison, the first railroad built west of the Alleghenies.

A **JERSEY CENTRAL** engineer says he knows the words to the old song, "We had 60 cars of cattle," etc. (requested in Dec. '58), but they are unprintable. He hopes someone will come up with a version we can publish.

IN ANSWER to Lloyd Hendricks' inquiry about the Anthony & Northern (Dec. '58), Allison Chandler, 228 East Jewell, Salina, Kans., submits this data from *Poor's Industrial Guide of the Railroads*, 1906:

"117.1 miles. 186.94 miles total track. Kansas City, Kans., Virginia, Neb., South Leavenworth, Kans. 16 passenger cars, 3 combination cars, 4 baggage and mail cars, one business car,

356 freight cars, 6 cabooses, 3 service cars. Chartered Dec. 29, 1893. Successor to Kansas City, Wyandotte & Northwestern. Operated by Missouri Pacific under lease effective Jan. 1, 1901. MPR owns capital stock. George J. Gould, President, New York."

Mr. Chandler does not know when MoPac abandoned the road. After the steam line gave up the depot it was used by the Kansas City, Kaw Valley & Western, an electric interurban between Kansas City and Lawrence. In 1957 it was used as a warehouse.

WALTER REDMAN, 8781 Arcadia Ave., Detroit, Mich., wants a history of the Toledo, Peoria & Western.

WHO can furnish data on the now abandoned Washington, Baltimore & Potomac, which ran from Baltimore down through the present-day Pennsy route to Mechanicsville, Md? Roster and other facts are sought by Charles Weaver, 2039 New Hampshire Ave., Washington, D. C.

LOST TRAIN: A. L. Steinhauer, 2361 Olive St., Denver, Colo., comments on item 2, Dec. '58, as follows:

"You may refer to the train which was lost in Kiowa Creek on the Kansas

Pacific (now UP) about two miles east of Bennet and 30 miles east of Denver. The creek is dry most of the time and has a quicksand bed. I understand the engine's stack was found a quarter-mile north of the bridge."

Mr. Steinhauer says a Denver paper published an account of the disaster about three years ago. He will send a copy of the article to anyone who desires it.

MORE information on Mastodons (item 22, Dec. '58) comes from Gilbert Pletz, secretary of the Cincinnati Railroad Club, 1302 Thurnridge Drive, Reading, Ohio: "The only 4-8-0 tender engines ever operated in the British Isles, and I believe among the largest narrow-gauge power in the Isles, were Londonberry & Lough Swilly engines, 11 and 12. Other than two 4-8-0 tank engines that once ran on the Great Southern & Western, and two 4-8-4 tanks on the L&LS, these were the only coupled locomotives ever operated in Ireland.

FRANK DULLECK, 517 Hudson St., Hackensack, N. J., asks which roads, if any, aside from the Union Pacific, had 4-8-8-4s.

HERE are two additions to our list of railroad exhibits and museums:

The Pine Creek RR., U.S. Route 9, Freehold, N. J., a narrow-gauge tourist road about 7 miles north of town, operating only on Sundays in the summer. It carries passengers. Motive power consists of several engines from Shay-gear to steam and diesel dummies. Owns a variety of rolling stock, station, engine house, etc.

Cowboy City Railroad, N. J. Route 38, also at Freehold, is a tourist road located about 3 miles west of junction of Routes 34 and 35 at Collingswood Park. Operated Saturdays and Sundays during the summer in conjunction with Cowboy City. Owns several standard-gauge steam locomotives and wooden passenger cars.

INFORMATION concerning Brigham Young's narrow-gauge private car is wanted by Carl Mulvihill, Todd Hall, CPS, Tacoma, Wash.

EDGAR BANK'S query about the Cincinnati, Lebanon & Northern (Dec. '58), is answered by Lee St. John, Lebanon, Ohio, who says:

"I believe he refers to the road which runs from Cincinnati through Mason, Lebanon and Dayton and now operated by the Pennsy, although I do not remember it as the CL&N. The rails from Lebanon to Dayton were removed about six years ago. My grandfather

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